

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

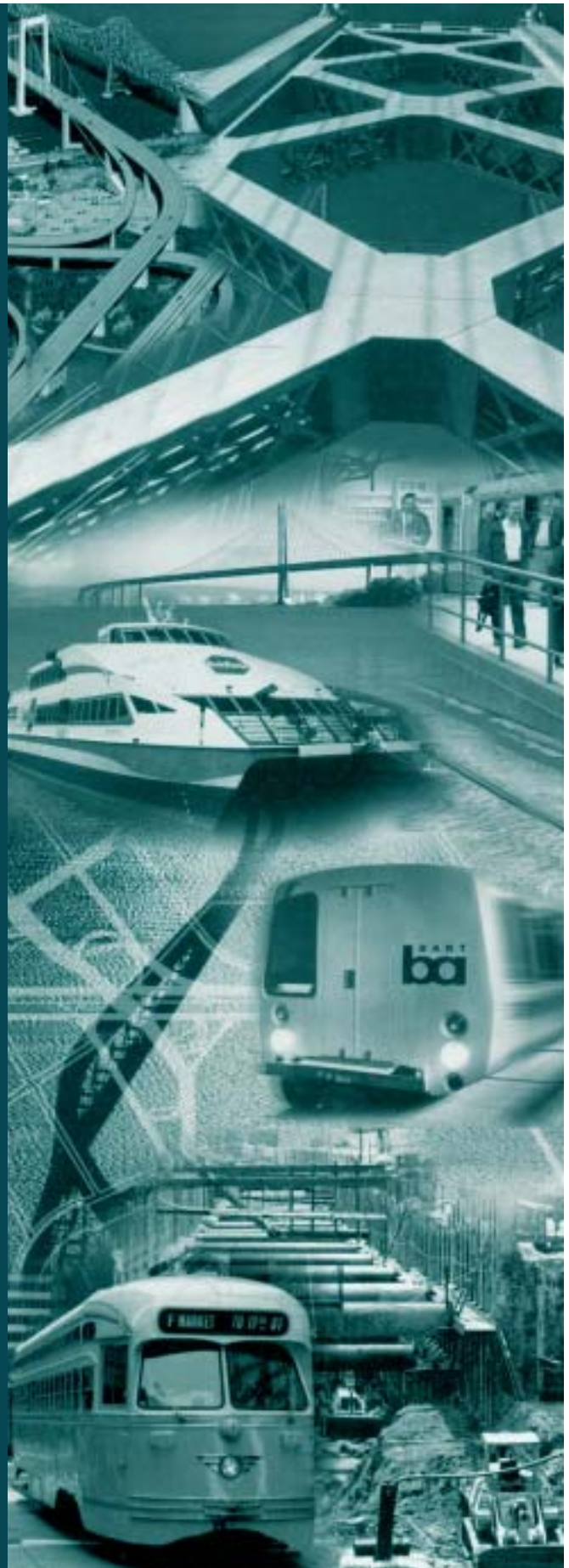
APRIL 2003 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released May 2003



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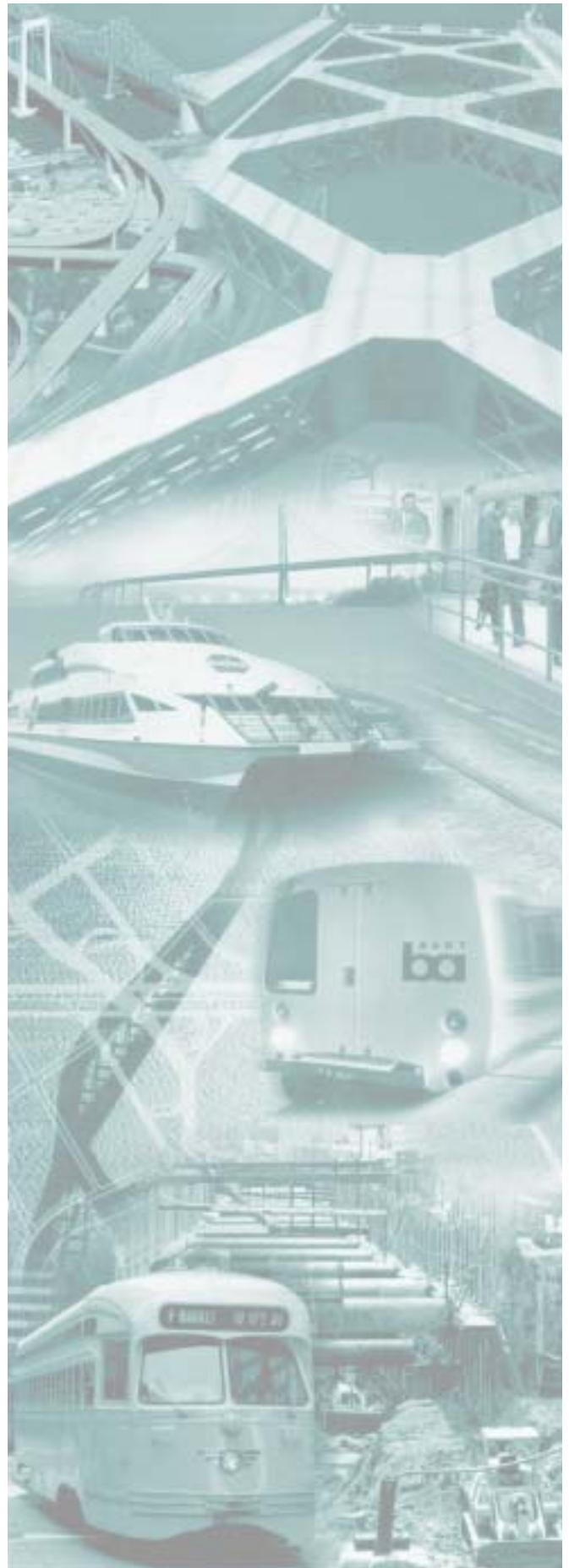
Prepared for
Metropolitan Transportation
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Bay Area Toll Authority

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Prepared by
Bechtel Infrastructure Corporation



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, deep water pile driving continues with the air bubble curtain system. Deepwater piles are driven to tip at Piers 7 through 10 and Pier 13. All piles are driven to refusal at Pier 12. Shallow water pile driving is complete at Pier 16. Superstructure soffit and stem concrete has been poured from the south abutment to Pier 3.
 - With the success of the air bubble curtain system in mitigating the impact of pile driving on the fish, the project is moving forward. Additional costs and delay are still expected in regards to difficulties with hard driving of piles, installation of rock sockets below the piles, modifications to the superstructure design, and additional support costs. Caltrans is working with the contractor to resolve these issues and will report to BATA as they are clarified. The total additional costs may exceed \$250 million.
 - On the I-680/I-780 interchange contract, foundation and concrete operations continue for the interchange structures. On the I-780 to I-680 connector overpass, superstructure concrete operations are in progress westward from the east abutment to Bent 10. Concrete placing operations are in progress on the support columns for Bents 3 through 8. At the slide area on I-680, erection of the retaining wall panels is complete.
 - On the toll plaza contract, concrete operations continue at the stairwells and the canopy supports. On the Operations Building, framing is complete for the lower floor and is in progress for the main floor. Metal decking is nearing completion for the roof. Roofing is forecast to start in early May.
 - On the I-680/Marina Vista interchange contract, cellular concrete base course and two lifts of asphalt paving have been placed on the south side of Waterfront Road. On the Mococco overcrossing, Abutment 9 and support columns at Bents 7 and 8 are complete.
-
- On the replacement bridge contract, the last of the 24 deck sections was lifted into position on April 22, 2003. Welding the deck sections together began on April 3, 2003. Wrapping the main suspension cable started at the center of the span on April 14, 2003.
 - Caltrans continues to forecast that the new bridge will open to traffic in October 2003.
 - On the south approach and interchange contract, concrete operations are complete on all support columns for the interchange structures. Erection of superstructure falsework continues for the I-80 on/off-ramps and from Bent 6 to Bent 7 of the Crockett Viaduct. Mechanically stabilized earth (MSE) wall panels are being installed for Retaining Wall 2 at the westbound off-ramp. Placement of lean concrete road base on westbound I-80 will complete in early May.
-
- On the west trestle replacement, work continues on demolition along the interior of the existing eastbound and westbound trestles, installation of a temporary interior work trestle, installation of interior piles and demolition of the exterior rail. Working eastward, interior pile installation is at Bent 22 of 37 and pile cleanout and concrete placement is at Bents 12 and 13. Traffic is being re-routed at night to the upper (westbound) trestle during demolition of the exterior rail.
 - The schedule status code for the project is "yellow" while Caltrans reevaluates the scope and schedule of the deck rehabilitation work. Rehabilitation of the deck cannot begin until the seismic work on the bridge is complete.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

- On the bridge-widening contract, the new westbound trestle, and the modified eastbound trestle, are fully operational. Caltrans accepted the contract and is in the process of closing the contract and resolving claims on the project. Final settlement of outstanding claims may require utilization of project contingency.

- Caltrans is currently preparing the Final Environmental Impact Statement Report (FEIS/R) for the project. The report was submitted to Caltrans headquarters on April 14, 2003 for review before submitting to the Federal Highway Administration (FHWA) for approval. A Record of Decision from FHWA is anticipated in the fall of 2003.
- Caltrans is currently reviewing construction alternatives and schedules for the project.
- Based on the delayed project delivery and the associated cost of escalation, the cost status code for the project is "yellow." As the design progresses, Bechtel will further review the cost estimates.

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COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Expended To Date (7/98 - 3/03)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	652.8	TBD ²	234.7
Carquinez Bridge Replacement	433.2	479.8	479.8	354.0
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	19.7
▶ Deck Rehabilitation	53.4	53.4	53.4	0.2
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	2.4
SUBTOTAL - NBG	1,123.9	1,227.2	TBD	611.1
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
▶ Widening	203.6	217.5	217.5	191.7
▶ West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	12.7
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	25.5
SUBTOTAL - SBG	365.6	389.5	389.5	233.6
GRAND TOTAL	1,489.5	1,616.8	TBD	844.7

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

² Due to project delays associated with the deep water pile driving operations, the project costs for the Benicia-Martinez Bridge project are expected to increase significantly. Bechtel's forecast of the cost increase will be included in a future PMP report.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Jan 2003)	New Facility Open to Traffic Forecast (Apr 2003)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	TBD ²
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Rehabilitation ¹	Sep 06	Jul 07	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Nov 02	Nov 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Oct 03	Oct 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² Construction completion of the Benicia-Martinez Bridge is expected to be delayed 12 to 18 months beyond the current schedule.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



I-780 eastbound to I-680 eastbound looking east



Marina Vista Interchange Bents 6, 7 and 8



Pile Driving Operations at Piers 12 and 16

Current Activities:

- On the new bridge contract, the second superstructure soffit concrete pour took place on April 3, 2003, from Pier 2 to Pier 3. The first superstructure stem concrete pour took place on April 17, 2003 from the south abutment to Pier 2, followed by a second stem pour to Pier 3 on April 30, 2003. Erection of superstructure falsework continues through Pier 4.
- Deep water pile driving continues with the air bubble curtain system. Piles are driven to tip at Piers 7 through 10 and 13, and all piles are driven to refusal at Pier 12. Shallow water pile driving will resume at Pier 6 in late May after the deformed casing tips have been removed. Pile driving at Pier 16 on the north temporary trestle is complete.
- On the I-680/I-780 interchange contract, CIDH piles are being installed for widening eastbound West Arsenal. Erection of MSE wall panels for Retaining Wall 4 on I-780 is complete. Superstructure formwork erection for the new Park Road overcrossing is underway. On the I-780 to I-680 connector overpass, superstructure falsework is erected westward from Abutment 15 to Abutment 9. Soffit/stem concrete is complete from Abutment 15 to Bent 10. The first deck concrete was poured on April 17, 2003 from Abutment 15 to Bent 14, followed by Bent 14 to Bent 13 on April 22, 2003. Concrete operations are in progress for the support columns at Bents 3 through 8. On I-680, erection of MSE wall panels for Retaining Wall 1 at the slide area are complete. Installation of Drainage System 6 is nearing completion. On the Benecia shoreline, cofferdam construction and pile casing installation has begun on Bents 18 and 19 for the transition from the bridge.
- On the toll plaza contract, concrete operations continue for the stairs to the tollbooths. Falsework/rebar erection for the toll plaza canopy continues on the last of four columns. Roof parapets and exterior soffits are being constructed on the Operations Building. Metal stud framing is complete on the lower level and is nearing completion on the main level. Enclosure of the building is forecast for July. In the courtyard, rebar installation for Retaining Wall 3 and excavation for Retaining Wall 2 is ongoing.
- On the I-680/Marina Vista interchange contract, excavation, and cellular concrete base and asphalt placement continue for Waterfront Road and the I-680 northbound on-ramp. On the Mococco overcrossing, abutment 9 and the support columns for Bents 7 and 8 are complete. CISS piles are being installed at Bent 3 and are complete at Bent 6.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.7	
New Bridge	247.3	307.5	TBD		98.3	A
Toll Plaza and Administration Building	22.8	21.4	21.4	0.0	6.2	
I-680/Marina Vista Interchange	43.2	45.1	45.1	0.0	9.4	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	27.7	
Other Budgeted Capital	28.1	30.0	30.0	0.0	1.7	
Capital Outlay Support	78.2	99.1	TBD		69.0	A
Capital ROW	21.1	14.4	14.4	0.0	11.3	
Non-BATA Funding	0.0	31.0	31.0	0.0	4.3	
Project (BATA) Contingency	58.4	42.5	42.5			A
Project Total (a)	586.0	652.8	TBD		234.7	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Sep 04	TBD		A
Toll Plaza and Administration Building	Feb 03	May 04	May 04	0	
I-680/Marina Vista Interchange	Dec 03	Dec 04	Dec 04	0	
I-680/I-780 Interchange	Dec 03	Jan 05	Jan 05	0	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Dec 06	Dec 06	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 04	TBD		A

NOTES

A. In addition to the significant cost and schedule impacts associated with the current strategies to mitigate the inadvertent fish takes during pile driving operations, other significant cost increases have been identified. These cost increases are associated with difficulty in driving the foundation piles to required tip elevation, installation of the foundation rock sockets below the pile tips, corrections to the design of the superstructure, and additional support services. The total additional costs may exceed \$250 million, with a total project cost of \$903 million. An estimate of the revised project cost will be included in a future PMP report. Construction completion is expected to be delayed 12 to 18 months beyond the current scheduled contract completion of September 2004.

ACTION

Caltrans is evaluating the the costs and schedule impacts along with possible mitigating options. Bechtel will be evaluating these impacts as they are developed by Caltrans. BATA is evaluating strategies to fund the cost overrun.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge



Lifting the final deck section

Project Photos



I 80 westbound on-ramp and Crockett viaduct



MSE Wall at Pomona

Current Activities:

- On the replacement bridge and north approach contract, the last deck section was lifted from the third ship on April 11, 2003. The remaining three deck sections were lifted from the south trestle on April 22, 2003. All 24 deck sections are lifted into position. Welding the 24 deck sections together started on April 3, 2003 and will continue through June 2003. Wrapping the main suspension cable started on April 14, 2003 and is forecast to complete in June 2003. Roadway work on the north end of the bridge has restarted.
- Caltrans is forecasting that the new bridge will open to traffic in October 2003.
- On the south approach and interchange contract, erection of superstructure falsework continues between Bents 4 and 7 of the Crockett Viaduct. Falsework surrounds Bent 7 and is being erected through the south anchorage cables to Bent 6. Concrete operations are complete on all column supports for the westbound and eastbound on- and off-ramps. Superstructure falsework, and forming for soffit and stem concrete, continue on the westbound on-ramp and from Bent 2 to Bent 4 on the eastbound off-ramp to Crockett. Falsework has been removed from the south abutment to Bent 4 on the viaduct and from the south abutment to Pomona Street on the westbound on-ramp. On westbound I-80, placing lean concrete road base is in progress and will complete in early May, with PCC paving to follow. Construction of MSE Retaining Wall 2 is in progress for the final intersection at Pomona Street.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	239.2	239.2	0.0	200.2	A
South Approach and Interchange	116.0	73.9	73.9	0.0	45.7	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.8	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	11.5	0.0	6.3	
Capital Outlay Support	43.7	102.9	102.9	0.0	84.7	A
Capital ROW	9.6	11.1	11.1	0.0	9.3	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		A
Project Total (a)	433.2	479.8	479.8	0.0	354.0	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange (Phase 1)	Feb 03	Aug 03	Aug 03	0	
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES	ACTION
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A. Potential claims have been identified that may require additional funds. Based on current information, Bechtel estimates that these costs and additional support services costs may increase the total project cost by an additional \$20 million for a total project cost of \$500 million. Bechtel will be assisting in the review of potential claims on the project. The results of this review will be included in a future PMP report.

Caltrans is seeking additional information in order to properly evaluate these potential cost increases.

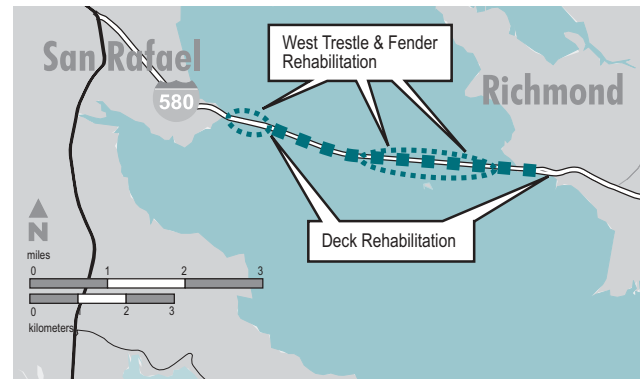
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Trestle work on west end of bridge



Trestle work on west end of bridge

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet (867 meters), between Bents 1 and 29; the eastbound trestle, serving the lower deck, is 3,635 feet (1,108 meters), between Bents 1 and 37. The trestle replacement procedure consists of reducing lane width, demolishing an 8 feet (2 meters) linear section of interior bridge deck, installing a temporary interior work trestle, and installing interior sixty-six inch (1,680 mm) cast-in-drilled-hole (CIDH) piles at the mid-span of every other existing 50-foot (15 meter) deck section. Pile installation includes driving and drilling-out the casing, reinforcing steel installation, concrete infill and casing removal. When installation of the interior piles is complete, the operation is repeated on the exterior, where 8 feet (2 meters) of exterior bridge deck is removed and exterior piles are installed. After installation of the piles, pile/bent caps will be cast in place below the existing superstructure, atop the opposing interior and exterior piles. Following pile-bent construction, one trestle at a time will be closed at night for superstructure replacement. Each night, two of the existing 50-foot (15 meter) sections will be removed and replaced with one 100-foot (30 meter) precast section.
- Construction continues from west to east on the interior sections of the existing eastbound and westbound trestles. Interior pile installation is currently at Bent 22 of 37 with drill-out and concrete infill of the pile casings at Bents 12 and 13 of 37.
- Interior trestlework is not on the critical path and progress is less than forecast previously. The schedule for the trestlework is currently under revision.
- Nighttime traffic is being rerouted at times to the upper (westbound) trestle during demolition of the exterior rail. This work started on February 18, 2003, progressing east to west.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	19.0	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	19.7	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.2	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.2	
Project Total (a)	98.9	88.8	88.8	0.0	20.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Rehabilitation	Sep 06	Jul 07	Jul 07	0	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completes the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Mini Toll Plaza

Project Construction Progress and Photos



Trestle looking west



Pedestrian Overcrossing

Current Activities:

- On the bridge-widening contract, construction is complete and both trestles are open to traffic. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract and resolving claims on the project. Final settlement of outstanding claims may require utilization of project contingency.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	125.4	A
Widen Roadway	29.2	26.1	26.1	0.0	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	6.0	
Other Budgeted Capital	8.9	8.6	8.6	0.0	3.0	
Capital Outlay Support	15.5	39.8	39.8	0.0	31.3	
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	6.3	6.3	0.0		A
Subtotal	203.6	217.5	217.5	0.0	191.7	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	191.7	
(a) Totals may be rounded						

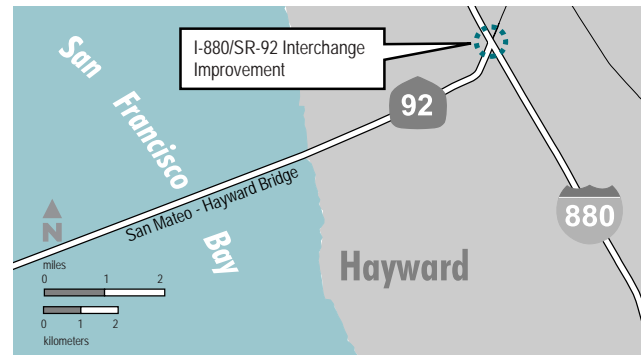
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		-
NOTES			ACTION		

A. Final settlement of outstanding claims may require utilization of the project contingency.

Caltrans is currently working with the contractor to resolve all outstanding claims

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- Caltrans has submitted the Final Environmental Impact Statement/Report (FEIS/R) to Caltrans headquarters for review. Subsequently, the FEIS/R will be forwarded to the Federal Highway Administration (FHWA) for formal approval. A Record of Decision (ROD) is anticipated in August 2003.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	94.6	94.6	0.0	0.0	A
Capital Outlay Support	20.8	24.1	24.1	0.0	12.7	
Capital ROW	8.0	0.1	0.1	0.0	0.0	
Non-BATA Funding	0.0	10.0	10.0	0.0		
Project (BATA) Contingency	25.1	5.5	5.5	0.0	0.0	A
Project Total (a)	124.2	134.2	134.2	0.0	12.7	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09	0	
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Jun 09	0	

NOTES	ACTION
A. Due to the delayed delivery of the project, additional funds may be necessary for escalation. Bechtel has forecast a potential project increase of \$15 million, resulting in a total project cost of \$150 million.	BATA will prepare a check estimate when 60% engineering design is achieved.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Bayfront westbound



Bike Path

Current Activities:

- On the Bayfront Expressway (SR-84) widening contract, paving is complete on westbound SR-84 between the Dumbarton Bridge and Marsh Road. All construction barrier rails are removed westbound. Paving of the frontage road between the bridge and University Avenue is complete.
- Construction barrier rail is removed on eastbound SR-84 from Marsh Road to Willow Road. The excess fill placed near the retaining wall at the Tyco entrance is excavated and the drainage ditch is being formed and poured. Paving and the median barrier are nearing completion between Marsh Road and the bridge. The bike path is being repaved from University Ave. to the bridge.
- The pedestrian tunnel at Willow Road is complete. Paving, curb and gutter, and sidewalk construction continue at various locations of the project. Electrical installations for traffic lights are in progress at the Marsh Road and Willow Road intersections.
- The Ravenswood Triangle between Willow Road and University Avenue has been completed and restored as a wetland with the creation of mounds and ponds.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (Apr 2003)	Variance	Expended to Date (7/98 - 3/03)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.6	26.6	0.0	18.9	A
Capital Outlay Support	4.4	6.5	6.5	0.0	6.4	B
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project (BATA) Contingency	3.3	0.5	0.5	0.0		
Subtotal	33.8	33.8	33.8	0.0	25.5	
Project Total (a)	37.6	37.6	37.6	0.0	29.2	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Apr 2003)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Oct 03	Oct 03	0	
Project					
New Facility Open to Traffic	Mar 03	Oct 03	Oct 03	0	

NOTES	ACTION
A. The quantity and cost of lightweight fill are exceeding the contract amounts and may require additional funds.	Caltrans is evaluating options to mitigate the cost increase.
B. Caltrans is forecasting an increase of \$2.2 million for capital outlay support.	The additional costs will likely require additional funds.

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2003
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Bridge 04-006034	39.0	Pier 5 Hazardous Excavation (Haul to Keller Canyon)	C	40.9	
Subtotal				40.9	
Toll Plaza 04-006044		No Approved Change Orders for April 2003			
Subtotal				0.0	
Marina Vista Interchange 04-006054	8.0	QA/QC Revise Section 39-5.02 and 39-5.03		0.0	
Subtotal					
I-680/I-780 Interchange 04-006064	45.0	Testing Procedure/Curing Comp.	C	0.0	
Subtotal				0.0	
South Approach 04-006094		Contract is complete.			
Totals for April 2003³				40.9	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2003
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	54.0 93	Bent 7 Differing Site Conditions	C	829.3	
		Non-operation of Equipment due to Delays	C	1,066.4	
Subtotal				1,895.7	
South Approach and Crockett Interchange 04-013054	14 S3	More Buried Man-Made Objects	C	100.0	
	93 S1	MBGR Buried End Post Anchor at VDR	C	-0.9	
	94 S2	MBGR Buried End Post Anchor at Virginia	C	1.1	
	114 S1	More Grade Adjustment and Correction	C	40.0	
	121	NOPC #13 - PCC Pavement Joint Sealing	C	221.4	
	124	Drainage System 23 at RW2 Area	C	4.1	
	130	SWPPP Item Increases	C	60.7	
	132	Revise Paint Color for Steel Box Girders	C	0.0	
	136	PacBell Conduit Relocation in Viaduct	C	8.6	
	137	Viaduct Pier 1 Bearing Wall	C	-32.0	
	139	Steel Cover Plate for Abutment 12	C	2.7	
Subtotal				405.7	
Maintenance Facility 04-013084		Contract is complete.			
Subtotal					
Totals for April 2003³				2,301.4	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2003
SAN MATEO-HAYWARD BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014	8-S1	Remove Yellow Painted Traffic Stripe	C	16.3	
	14-S7	Updated Final Compensation for CCO 14	C	317.1	
	47	#25 Dowels at 3-Pile PC Bent Caps	C	100.0	
	60	Modify Type 50A-1 Barrier Rail	C	10.2	
	63	Repair Existing Bridge Deck	C	75.0	
	65-S1	Provide TRO for 2 days Methacrylate	C	24.0	
	67	Additional Signs and Markings	C	15.0	
	70	Rebar Epoxy Testing (NOPC 18)	C	18.4	
	71	Epoxy Injection for Bent Caps (NOPC 20)	C	20.0	
	76	Bridge Deck Cracking Entitlement for NOPC's 24A,B,C	C	44.0	
	77	Remove Debris Beneath Median Rail	C	12.0	
Subtotal				652.0	
Mini-Toll Plaza 04-045024		Contract is complete.			
Subtotal				0.0	
Pedestrian Overcrossing 04-045044		Contract is complete.			
Subtotal				0.0	
Widen Roadway 04-045034		Contract is complete.			
Totals for April 2003³				652.0	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2003
DUMBARTON BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Bayfront Widening 04-015114	11	Modify Drainage System 21	C	10.5	
	12	Signal & Lighting Revisions	C	12.7	
	20-1	Ravenswood Triangle Additional Funds	C	249.6	
	20-2	Ravenswood Triangle Additional Funds	C	15.0	
	23-1	Maintain Existing Plants Additional Funds	C	40.0	
Subtotal					
Totals for April 2003³				327.7	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

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APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast Apr-03	Net Change	Expended ¹ to Date (7/98 – 3/03)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.6	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.2	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.7	
Total South Approach		16.5	18.8	18.8	0.0	17.6	
New Bridge							
Capital Outlay Support	00603x	31.9	36.0	TBD		27.9	
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.8	
Capital Outlay	006034	247.3	307.5	TBD		98.3	
Non-BATA Funding		0.0	10.1	10.1	0.0	2.9	
Total New Bridge		283.3	356.1	TBD		129.9	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	7.7	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	21.4	21.4	0.0	6.2	
Total Toll Plaza & Admin.		29.1	31.7	31.7	0.0	13.9	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	11.0	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	1.9	
Capital Outlay	006054	43.2	45.1	45.1	0.0	9.4	
Total I-680/MV I/C		61.4	62.8	62.8	0.0	22.3	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	16.0	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4	
Capital Outlay	006064	80.8	54.7	54.7	0.0	27.7	
Non-BATA Funding		0.0	20.9	20.9	0.0	1.5	
Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	46.6	

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast Apr-03	Net Change	Expended to Date (7/98 – 3/03)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	2.8	
Capital Right of Way		0.9	0.5	0.5	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.9	37.9	0.0	4.4	
Total Capital Outlay Support		78.2	99.1	TBD		69.0	
Total Capital Right of Way		21.1	14.4	14.4	0.0	11.3	
Total Capital Outlay		428.2	465.8	TBD		149.9	
Non-BATA Funding		0.0	31.0	31.0	0.0	4.3	
Project Contingency (BATA)		58.4	42.5	42.5	0.0		
Total New Benicia-Martinez Bridge		586.0	652.8	TBD		234.7	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	58.4	58.4	0.0	52.8	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	239.2	239.2	0.0	200.2	
Total Replacement Bridge & N. Approach		234.4	300.6	300.6	0.0	256.3	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	24.6	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.6	
Capital Outlay	013054	116.0	73.9	73.9	0.0	45.7	
Total South Approach & I/C		143.7	111.3	111.3	0.0	74.9	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	7.8	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	13.6	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	1.7	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	20.1	20.1	0.0	1.7	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060C*, 0060H*
(b) Includes EA 00453*, 01301*, 01303*, 01304*
(c) Includes EA 01302*, 01305*, 04700*
(d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast Apr-03	Net Change	Expended to Date (7/98 – 3/03)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	3.1	3.1	0.0	1.2	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	11.5	11.5	0.0	6.3	
Total Other Budgeted Capital		11.2	16.1	16.1	0.0	7.5	
Total Capital Outlay Support		43.7	102.9	102.9	0.0	84.7	
Total Capital Right of Way		9.6	11.1	11.1	0.0	9.3	
Total Capital Outlay		363.3	348.7	348.7	0.0	260.0	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	354.0	
Project 4003 – Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	(f)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0	19.7	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	19.7	
Project 4002 – Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.2	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.2	
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Rehab		53.4	53.4	53.4	0.0	0.4	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	TBD		611.1	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast Apr-03	Net Change	Expended to Date (7/98 – 3/03)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	22.8	22.8	0.0	19.3	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	125.4	
Total Widen Trestle		132.7	151.7	151.7	0.0	144.7	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.4	
Total Widen Roadway		34.5	32.1	32.1	0.0	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	6.0	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	8.3	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.2	7.2	0.0	3.7	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	3.0	
Total Other Budgeted Capital		11.0	17.3	17.3	0.0	7.2	
Total Capital Outlay Support		15.5	39.8	39.8	0.0	31.3	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.9	169.9	0.0	159.8	
Project (BATA) Contingency		19.3	6.3	6.3	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	191.7	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast Apr-03	Net Change	Expended to Date (7/98 – 3/03)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	24.1	0.0	12.7	
Capital Right of Way	233179	8.0	0.1	0.1	0.0	0.0	
Capital Outlay	233174	70.3	94.6	94.6	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	5.5	5.5	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	12.7	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	6.5	6.5	0.0	6.4	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.6	26.6	0.0	18.9	
Project (BATA) Contingency		3.3	0.5	0.5	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	25.5	
Total Southern Bridge Group		365.7	389.6	389.6	0.0	233.6	

Notes:

- (j) Includes EA 01601* and 01602*
- (k) Total reimbursements made to the City of East Palo Alto for current allocation.
- (l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.